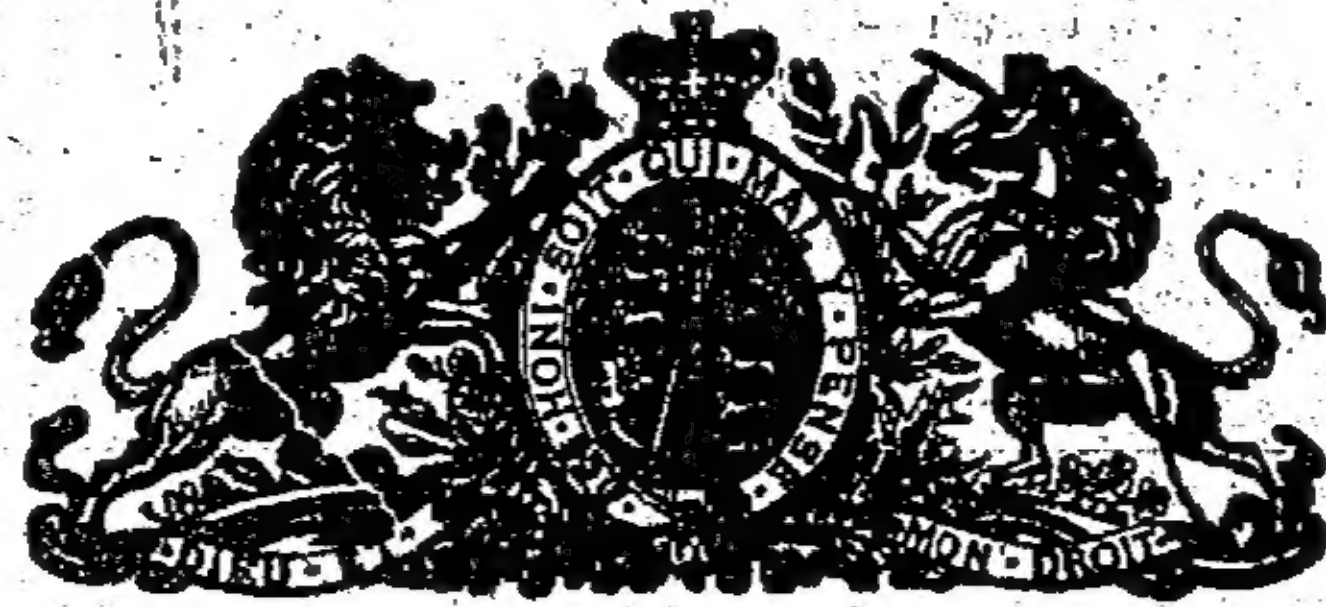


# CHINA



# MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4968.

號十月六年九十七百八千一英

HONGKONG, TUESDAY, JUNE 10, 1879.

日一廿月四年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GORCH, Ladgate Street. R. C. BATES, BERRY & Co., 4, Old Bailey, E.C. SAMUEL DRAKE & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROBERT, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BRAY & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. O. HEINZEL & Co., Manila.

CHINA.—MORRIS A. A. DE MELLO & Co., Singapore. CAMERON & Co., Amoy. WILSON, NICHOLLS & Co., Fookien. HEDDERLEY & Co., Shanghai. LAW, CRAWFORD & Co., and KERRY & WALKER, Yokohama. LAW, CRAWFORD & Co.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,300,000 Dollars.

### COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq. Deputy Chairman—HON. W. KESWICK.

R. L. BRILLIANT, Esq. WILHELM REINER, Esq. H. L. DALRYMPLE, Esq. E. D. SASSOON, Esq. H. HOFFMANN, Esq. W. S. YOUNG, Esq. A. McIVER, Esq.

### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq. Manager.

Shanghai, EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

### HONGKONG.

#### INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. "

#### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 15, 1879.

## ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

### RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3 per Annum. " 6 " 4 " " " 12 " 5 " " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, November 23, 1878.

## CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, 2,800,000. RESERVE FUND, 410,000.

### Bankers.

THE BANK OF ENGLAND.

### THE CITY BANK.

### THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

### RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 3 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. "

## Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1843.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £800,000.

HEAD OFFICE—14, RUE BERGEE, PARIS.

AGENCIES AND BRANCHES at: LONDON, BOURBON, SAN FRANCISCO, MARSILLAS, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOCHOW.

LONDON BANKERS: THE BANK OF ENGLAND. THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT, Manager, Shanghai.

Hongkong, May 20, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on Fixed Deposits:—

For 12 months, 5 per cent. per annum. " 6 " 4 per cent. " " 3 " 2 per cent. "

H. H. NELSON, Manager.

Hongkong, May 31, 1879.

### NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Fookien will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT, p. Manager.

Oriental Bank Corporation, Hongkong, May 28, 1879.

### Notices of Firms.

NOTICE.

MR. CARL STIEBEL is authorized from this Date to SIGN our Firm by Procuration here, at Shanghai and at Yokohama.

REISS & Co. ju29

Hongkong, May 29, 1879.

### NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.

MR. CHARLES VINCENT SMITH is admitted a Partner from this Date.

RUSSELL & Co. ju1

Hongkong, January 1, 1879.

### NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. CHAN HING WO in our Firm CEASED on the 21st day of January, 1879.

MAN FOK SING HONG, 60 and 62, Bonham Strand.

Hongkong, June 6, 1879. ju6

### NOTICE.

MR. NGAN FOK HOP was admitted a PARTNER in our Firm on the 22nd day of January, 1879.

MAN FOK SING HONG, 60 and 62, Bonham Strand.

Hongkong, June 6, 1879. ju6

### NOTICE.

MR. JAMES ANDERSON, formerly Manager of the Fookchow Dock, has this Day been admitted a Partner in our Firm.

J. INGLIS & Co., Victoria Foundry, Wanchai.

Hongkong, April 1, 1879. ju8

### For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co. Hongkong, May 28, 1879.

G. L. THEVENIN, WINE AND SPIRIT MERCHANT.

BORDEAUX, BOULGOGNES and CHAMPAGNES of the best quality.

PINAUD'S PERFUMERY.

ANTOINET'S INKS.

FRENCH BOOTS AND SHOES.

&c, &c, &c.

Hongkong, June 6, 1879. ju20

## For Sale.

FOR SALE.

THE IRON STEAMSHIP "HINDOSTAN," 991 tons Register. Capacity 1,300 Tons Measurement.

For further particulars, apply to DAVID SASSOON, SONS & Co. Hongkong, June 9, 1879.

### SELLING OFF.

As it is necessary to Effect a COMPLETE CLEARANCE by the end of the present month, The whole of LAMBERT ATKINSON & Co.'s REMAINING

VARIED STOCK, comprising:

FAMILY STORES. WINES. SPIRITS. STATIONERY. BOOKS. ELECTRO-PLATED WARE. GLASSWARE. CROCKERY. SHIPCHANDLERY. &c, &c, &c.

Will be sold at FURTHER GREATLY REDUCED PRICES.

Hongkong, June 4, 1879.

### Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY, the 11th June, 1879, at 2 p.m., at his Sales Rooms, Queen's Road, a

A COLLECTION OF CURIOS, comprising: Old White and Blue China Vases, Jars and Bowls, Old Chinese Ware, Peking Enamelled Jars and Vases, Szechow Lacquered Boxes, Peking Coloured Porcelain Jars, Vases, and Bowls, Bronzes, Ornaments, &c, &c, &c.

Catalogues will be issued, and the whole to be on view on and after Monday, the 9th Instant.

TERMS OF SALE.—As customary. J. M. ARMSTRONG, Auctioneer.

Hongkong, June 9, 1879. ju11

### PUBLIC AUCTION.

VALUABLE LAND & GODOWNS, &c.

THE Undersigned have received instructions from MESSRS LANDSTEIN & Co. to sell by Public Auction, on

THURSDAY, the 12th June, 1879, at 3.30 p.m., at their Office, MARINE HOUSE, Queen's Road, a

The following VERY VALUABLE LOT OF LAND, with COAL GODOWNS AND CHINESE DWELLING HOUSES erected thereon, at Praya East, having a Water Frontage of 116 feet by 314 feet, containing about 36,000 square feet, divided into Lots as follows:—

Lot No. 1.—Portion of that PIECE or PARCEL of GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Cross Street. Crown Rent, \$43.80 per annum.

Lot No. 2.—Portion of that PIECE or PARCEL of GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Cross Street. Crown Rent, \$43.80 per annum.

Lot No. 3.—Portion of that PIECE or PARCEL of GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Albany Street. Crown Rent, \$43.80 per annum.

Lot No. 4.—Portion of that PIECE or PARCEL of GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Nullah Lane. Crown Rent, \$43.80 per annum.

Lot No. 5.—That PIECE or PARCEL of GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Marine Lot No. 118, and Inland Lot No. 428, with Three Large Godowns capable of storing 2,700 tons each, and Two Small Godowns with Water Frontage and Servants' Quarters erected thereon. Crown Rent, \$377.98 per annum.

TERMS OF SALE.—One-quarter of Purchase Money to be paid on the fall of the hammer, and the Balance on completion of Transfer, the expenses of which to be paid by the Purchasers.

The Property to be at Purchaser's risk on the fall of the hammer.

For further Particulars and Plans, apply to

HUGHES & LEGGE, Auctioneers.

Hongkong, May 31, 1879. ju12

## Auctions.

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE

PIECES of GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to MESSRS SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

### Intimations.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. on the NET PREMIA CONTRIBUTED, payable at our Office on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors, RUSSELL & Co., Agents.

Hongkong, May 5, 1879.

### Shipping.

Steamers.

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN," will be despatched as above on THURSDAY, the 12th inst., at 2 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 3, 1879. ju12

### NOTICE.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

DURING the Next THREE MONTHS the Company's Steamers FROM CHINA will proceed direct to LONDON, leaving Hongkong on the following Dates:—

3rd June, S.S. Lombardy, 2723 tons 17th " " " 2431

1st July, " " " 2589

15th " " " 3742

29th " " " 2933

12th Aug., " " " 4023

26th " " " 2982

9th Sept., " " " 2932

A. McIVER, Superintendent.

Hongkong, May 22, 1879. ju22

### NOTICE.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1878.

SHAREHOLDERS in the above OFFICE are requested to furnish the Undersigned with a LIST of THEIR CONTRIBUTIONS for the Year ending 31st December, 1878, in order that the Distribution of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 30th JUNE Next will be adjusted by the OFFICE, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 14th May, 1879. ju30

### NOTICE.

ALL CLAIMS against the Undersigned Firm, to be sent in on or before the 30th Instant, or they will not be recognized.

W. B. SPRATT & Co. ju30

Hongkong, June 3, 1879.

### NOTICE.

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire GODOWNS to be let.

MEYER & Co. ju72

Hongkong, June 2, 1879.

### NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE HOUSE, Queen's Road Central, will be Open and Ready for the use of MEMBERS, on MONDAY, the 2nd June next. Applications for admission as Members to be addressed to

E. GEORGE, Secretary.

Hongkong, May 14, 1879.

### NOTICE.

FROM the 1st of OCTOBER, Dr. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

### WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

## Intimations.

NOTICE.

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

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By Order of the Directors, RUSSELL & Co., Agents.

Hongkong, May 5, 1879.

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For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 3, 1879. ju12

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A. McIVER, Superintendent.

Hongkong, May 22, 1879. ju22

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JARDINE, MATHESON & Co., General Agents



## Intimations.

## HYDROGRAPHIC NOTICE.

APPROACHES TO HONGKONG—TYTAMI CHANNEL.

POSITION OF DANGER.  
Lat. 21° 57' 36" N. Long. 114° 07' 50" E.  
Left Extreme Tytami Island, N. 30° W.  
Right Extreme do. do. N. 58° E.  
Least Water on the Rock (reduced to low  
Water Springs) 13 feet.

Clearing Marks.  
No Vessel should stand to the North-  
ward of a line joining the S.E. point of  
Yohau Island with the centre of Guyene  
Island (bearing respectively from each  
other N. 67° E. and S. 67° W.) until  
Echou Head opens clear of S.W. point of  
Tytami Island bearing N. & W.

This Rock is about 60 feet Long East  
and West, and 20 feet North and South.  
Between the Rock and the Island the  
Soundings vary from 8 to 10 fathoms.

(Signed) G. KING HARMAN,  
Lieut. and Navigating Officer  
H.M.S. "Mosquito."

Approved.  
(Signed) GEO. A. G. GREY,  
Lieut. and Commander,  
H.M.S. "Mosquito."

Hongkong, 8th May, 1879. jn20

This Notice affects Admiralty Chart No. 2212  
and Sailing Directions for the China Sea Vol.  
III, page 78.

## Notices to Consignees.

FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship *Alaska*, Captain SEA-  
BURY, having arrived from the above  
Ports, Consignees of Cargo by her are  
hereby requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and take immediate delivery of  
their Goods.

Cargo impeding her discharge will be at  
once landed and stored at Consignees' risk  
and expense.

The above Steamship having incurred  
General Average, Consignees of Cargo and  
Treasure are notified that a General Ave-  
rage Bond is now lying at our Office and  
will require their Signature before delivery.

RUSSELL & Co.,  
Agents.

Hongkong, May 10, 1879.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.

No Fire Insurance has been effected.

Ex Yangtze.

W F (in cross) Order, 1 case Haberdas-  
shery, from London.

SW (in square) Do. 10/14, Order, 5 cases  
T J (in diamond) Do. 10/17, Or. 2 cases  
T J (in diamond) Do. 10/17, Or. 2 cases

LEO 224, 1 case Merchandise.  
M M 3 drums Paint Oil.

B No. 12, 1 case Merchandise.

G. DE CHAMPEAUX,  
Agent.

Hongkong, June 4, 1879.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debts contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:

GOLDEN FLEECER, British barque, Capt.  
James Wiltshire.—Vogel & Co.

ALEXA, British barque, Captain George  
Robb.—Jardine, Matheson & Co.

VESUVIUS, American barque, Captain F.  
W. Call.—Order.

JOHN R. STANHOPE, American barque,  
Capt. H. G. Pillsbury.—Arnhold, Karberg  
& Co.

HAWTHORN, British barque, Captain C.  
Mead.—Wiesler & Co.

ECHO.—British barque, Captain G. W.  
Tozer.—Arnhold, Karberg & Co.

BRUNNEN, British barque, Capt. Wm.  
Dow.—G. R. Stevens & Co.

MIRIAM, American barque, Captain A.  
H. Parker.—Adams, Bell & Co.

FOOTLAND, British steamer, Captain Wm.  
Atkinson.—Adams, Bell & Co.

## To-day's Advertisements.

## FOR SHANGHAI.

The Steamship  
"GLENROY,"  
Captain DONALDSON, will be  
despatched for the above Port  
on THURSDAY, the 12th inst., at Noon.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.

Hongkong, June 10, 1879. jn12

AUSTRALASIAN STEAM NAVI-  
GATION COMPANY.

FOR PORT DARWIN, COOKTOWN,  
SYDNEY & MELBOURNE.

Taking Cargo and Passengers for all Aus-  
tralian and New Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI.

The Company's Chartered  
Steamship

"ATHOLL"  
will be despatched as above  
on THURSDAY, the 12th inst., at 5 p.m.

For Freight or Passage, apply to  
GEO. R. STEVENS & Co.,  
Agents.

Hongkong, June 10, 1879. jn12

## To-day's Advertisements.

## FOR MANILA (DIRECT).

The Spanish Steamer  
"PASIG,"  
Captain ZAVALA, will have  
immediate despatch for the  
above Port.

For Freight or Passage, apply to  
REMEDIOS & Co.

Hongkong, June 10, 1879.

## FOR YOKOHAMA (DIRECT).

The Steamer  
"OLYMPIA"  
will meet with quick despatch.  
For Freight, apply to  
LANDSTEIN & Co.

Hongkong, June 10, 1879.

## FROM LONDON AND SINGAPORE.

THE S. S. *Glenroy* having arrived from  
the above Ports, Consignees of Cargo  
are hereby informed that their Goods  
with the exception of Opium—are being  
landed at their risk into the Godowns  
of the Undersigned, whence and/or from  
the Wharves or Boats delivery may be  
obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 11  
a.m. To-morrow.

Cargo remaining undelivered after the  
17th instant will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, June 10, 1879. jn17

## SHIPPING.

## ARRIVALS.

June 9, *Moorgary*, German schooner,  
227, Rolph, Bangkok May 24, Rice.—  
CAPTAIN.

June 10, *Washi*, British steamer, 265, A.  
Hunter, Coochin-china June 7, General.—  
LANDSTEIN & Co.

June 10, *Glenroy*, British steamer, 1375,  
Donaldson, London April 27, via ports of  
Call, and Singapore June 4, General.—JAR-  
DINE, MATHESON & Co.

June 10, *Le Tat*, Annamese man-of-war,  
2000, Yuen, Saigon June 7, General.

## DEPARTURES.

June 10, *Julia A. Brown*, for Nagasaki.

10, *Stentor*, for Shanghai.

10, *Krung Thep*, for Bangkok.

10, *Johann Smidt*, for Whampoa.

10, *Tartar*, for Whampoa.

10, *Maharajah*, for Hankow.

10, *Tigre*, for Marseilles, &c.

10, H.T.C.M.S. *An-lan*, for Hoilow.

## CLEARED.

*Zouave*, for Manila.

*Hawthorn*, for Manila.

*Paul Marie*, for Quinhon.

## PASSENGERS.

ARRIVED.

Per *Glenroy*, from London, Stewart M.

McLish, and 247 Chinese from Straits.

Per *Moorgary*, from Bangkok, 4 Chinese.

Per *Washi*, from Coochin-china, 35 Chi-  
nese, and 34 Annamites.

## DEPARTED.

Per *Tigre*, for Saigon, Messrs Bourard,

Idinello, Lino Javy, T. Beckmann, 1 An-  
namite and 3 servants; for Singapore, 6

Chinese; for Mauritius, Chang Tung; for

Marseilles, Messrs B. H. Hill, and D. R.

Ping.—From Shanghai: for Marseilles, Mrs.

Bell, Messrs Stoglich, G. Rostrup, and

Weber.—From Yokohama: for Galia, Mr.

and Mrs. Arontella; for Marseilles, Messrs

Van Trop, Mangoot, and Ch. Dorel.

## SHIPPING REPORTS.

The Siamese ship *Fabius* reports: "Were  
8 days getting down the Gulf, had light  
and contrary winds and were then detained  
off Palo Obi for 14 days more with same  
winds and weather. Came up inside all  
and had nothing but calms and variables  
from the N.E. until within 100 miles from  
this, when on the 8th a strong breeze  
sprang up and brought us into port."

The German schooner *Moorgary* reports:  
Fine weather throughout.

The British steamer *Washi* reports:  
Squally weather with variable winds and

heavy rain throughout.—Passed German  
barque *Tek Li* left Tournon on the 6th June  
for Quinhon, wishing to be reported all  
well.

The British steamer *Glenroy* reports:  
Left London April 3rd, Malta May 7, and  
Port Said on the 11th. Arrived Singapore  
June 2nd, and left again on the 4th at 7  
p.m. Arrived Hongkong at 1.30 p.m. on  
the 10th. Had light moonsoon and clear  
weather up till lat. 20 N., when became  
equally.

## CARGO.

Per S. S. *Tigre*, sailed 10th June, 1879—

For Continent, 1,014 bales Silk, 142 bales

Waste Silk, 10 bales Cocoon, 11 cases

Pongees, 9 cases Silks, 700 boxes and 800

half-chests Tea, 8,898 pkgs. Tea, and 888

pkgs. Sundries.—For London, 283 bales

Silk, 1 case Pongees, 6 cases Silks, 859

pkgs. and 17,195 boxes Tea, and 3 boxes

Treasure (Tls. 15,700).

## POST OFFICE NOTICES.

## MAILS will close:—

For HOIHOW AND PAKHOI.—

Per H.C.M.S. *An-lan*, at 7.30 a.m.,  
on Wednesday, the 11th instant,  
instead of as previously notified.

For BANGKOK.—

Per *Danube*, at 4.30 p.m., on Wednesday,  
the 11th inst.

For SWATOW, AMOY, & MOOCHOW.—

Per *Kwangtung*, at 11.30 a.m., on Fri-  
day, the 13th inst.

For STRAITS SETTLEMENTS, AND  
CALCUTTA.—

Per *Moray* and *Arcturion* *Aptar*, at 2.30  
p.m., on Saturday, the 14th inst.

For PORT DARWIN, COOKTOWN,  
SYDNEY, & MELBOURNE.—

Per *Atholl*, is postponed till further  
notice.

## MAILS BY THE BRITISH PACKET.

The British Contract Packet *Zambesi*,  
will be despatched on TUESDAY,  
the 17th inst., with Mails to and  
through the United Kingdom and  
Europe via Brindisi or Southampton;  
to the Straits Settlements, Batavia,  
Burmah, Ceylon, India, Aden, Egypt,  
Malta, and Gibraltar.

N.B.—This Packet carries no mails for the  
Australian Colonies, E. or S. Africa,  
nor for Mauritius.

## MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet *Bowen*,  
will be despatched from Hongkong, on  
THURSDAY, the 12th instant, with  
Mails for Singapore, Thursday Island,  
Cooktown, Cleveland Bay, Bowen,  
Kempsey Bay, Brisbane, Sydney, Tas-  
mania, New Zealand, Fiji, and Mel-  
bourne.

Correspondence can be Registered till 1.15  
p.m.

The Mails will be closed at 1.30. Supple-  
mentary mail on board with 18 cents  
late fee till time of departure.

Correspondence for Southern and Western  
Australia can be sent by this route if  
desired, but as a general rule it is  
better to send it via Gallo.

Hongkong, June 4, 1879. jn12

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of  
Peking*, will be despatched on WED-  
NESDAY, the 18th inst., with Mails  
for Japan, San Francisco, the United  
States, Canada, Honolulu, Peru, &c.,  
which will be closed as follows:—

2.15 p.m. Registry closes.

2.30 p.m. Post-Office closes, but Letters  
(except for Non-Union Countries) may  
be posted on board the Packet with  
Late Fee of 18 cents extra Postage  
until the time of departure.

Correspondence for Non-Union West Indies  
(except the Bahamas and Hayti),  
Monte Video, Paraguay, and Uruguay  
cannot be sent by this route.

Hongkong, June 5, 1879. jn18

## HOURS OF CLOSING

## THE CONTRACT MAILS.

The following hours are observed in closing  
Mails, &c., by both the British and  
French Contract Packets:—

Day before departure.—

5 p.m.—Money Order Office closes; Post  
Office closes except the Money Box,  
which remains open all night.

Day of departure.—

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases.

Posting of all printed matter and  
patterns ceases.

11 a.m.—Mails closed, except for Late  
Letters.

11.10 a.m.—Letters may be posted with  
Late Fee of 18 cents until

11.30 a.m.—when the Post Office Closes  
entirely.

11.40 a.m.—Late Letters may be posted  
on board the packet with Late Fee of  
18 cents until time of departure.

## Quotations.

Hongkong, June 10, 1879.

OPIMUM.—New Pains, cash, \$581 1/2

" Old, cash, " "

" New Benares, cash, 405

" Old, cash, " "

" New Malwa, credit, 730

" Allowance, Tels. 48

" Old Malwa, credit, 730

" Allowance, Tels. 32

## Exchange.

Bank, Wire, ... 3/0 1/2

" Demand, ... 3/10

" 30 days' sight, ... 3/10 1/2

" 4 months' sight, ... 3/10 1/2

" Credits, 6 ... 3/10 1/2

" Documentary, 6 months' sight, 3/1 1/2

" India, Wire, ... 280 1/2

" Demand, ... 231 1/2

" Shanghai, demand, ... 74 1/2

" 80 days' sight, ... 75

" Gold Leaf, 99 1/2 fine ... 26

" Sovereigns, ... 5.18

## Shares.

Hongkong Bank, 54 1/2 prem.

Union Ins. Society of Canton, \$1,300

China Traders' Ins. Co., \$1,375

North China Ins. Co., Tls. 1,250 ex div.

Yangtze Ins. Assoc., Tls. 730

Chinese Insurance Co., \$282 1/2

H.K. Fire Ins. Co., \$180

China Fire Ins. Co., \$180

H.K. & W. Dock Co., 5 1/2 prem.

H.K. O. & M. S.-boat Co., \$7 dia.

Hongkong Steam Navigation, Tls. 13

China Coast S. Nav. Co., Tls. 95, ex div.

Hongkong Gas Co., \$70

Hongkong Hotel Co., \$65

China Sugar Refining Co., \$130

Chinese Imperial Loan of 1874, \$106 cum

accrued interest.

Do. of 1877, \$106 cum

accrued interest.

## Temperature.

(Taken at Messrs Falconer & Co.'s Premises,  
Queen's Road.)

BORNEO: June 10, 1879.

BAROMETER—9 a.m. ... 29.886

Do. 1 p.m. ... 29.840

Do. 4 p.m. ... 29.804

Thermometer—9 a.m. ... 83

Do. 1 p.m. ... 82

Do. 4 p.m. ... 82

Do. (Wet bulb) 9 a.m. ... 81

Do. Do. 1 p.m. ... 81

Do. Do. 4 p.m. ... 81

Do. Maximum ... 84

Do. Minimum over night ... 50

## MEMOS FOR TO-MORROW

## Shipping.

Notice of optional cargo per *Glenroy* to  
be given by 11 a.m.

## Auction.

2 p.m.—Sale of Curios at Mr J. M.  
Armstrong's Sales Rooms.

## General Memoranda.



admits that "it does not seem to be an easy matter for some cooks to make even a *réchauffé*." His own work amply proves this; we have frequently observed it. For example, only a portion of our Australian papers coming to hand by this mail, we took over, to make our summary complete, two or three short paragraphs from Australian sources which appeared in the *Daily Press* of Monday morning. It turns out now, that, when engaged in his congenial Sunday labour with salsora-and-paste, the mind of our contemporary had been on holier things intent; for in one case he makes a Batavia-bound ship leave Port Darwin 58 days ago, for Hongkong; and puts his Northern Territory news under the Western Australian heading. It has not been our custom to put much trust on what we find in our contemporary's columns, and we shall have less in future; but we imagined that he might be relied on to reproduce two ten-line paragraphs of reprint correctly. But in Monday's issue, as is often the case with him,

"What was new wasn't true,"  
"And what was true wasn't new."  
Seriously, as our contemporary has lately developed a spirit of "nagging," with a very suspicious approach to trickery, which we are sorry to see, we would recommend him, for his own safety, to study the proverb applying to those who live in glass houses. A protection so brittle as that, our contemporary inhabits will come down about his ears one of these days if he foolishly continues throwing stones; thrown against a stone wall, these missiles will rebound, not hurting the wall, but carrying destruction to the glass house.

We have received a copy of a 48-page pamphlet entitled "Reformation of Missionary Enterprise in China," printed at Amoy. In this reprint, "H. B." lays before the public a solution of the question of Reform in Missionary Enterprises, which is contained in a letter that appeared in the *N. O. Daily News* five years ago. The necessity for reform, he says, "will now even more readily be admitted, and the scheme is perhaps worth reconsideration." The arguments in the original letter are those of Chih Tao-Jen, communicated to "H. B." in frequent and prolonged discussions with that Chinese scholar, and with a view to being urged on the attention of the foreign public. Chih Tao-Jen's whole scheme seems to be comprehended in this short paragraph, although his letter containing it is spun out to cover several pages:—

Let, then, foreign countries give up the special protection that they have hitherto accorded to their preachers; our government will, in that case, grant them the fullest liberty to preach their religion, and to the people to enter it. China will be found quite ready to issue the strictest instruction to all authorities to treat these men with the utmost justice and consideration, to put them on the same footing as all scholars, and as other priests.

The replies of Mr Chih's opponents are published in *extenso* and a considerable number of other letters by himself, so that readers have both sides of the question before them. The main part of the reprinted matter is from the *North China Daily News*, but the *China Review* (Review of Chinese Sketches; Vol. IV. No. 6, p. 884), and the *Deutsche Rundschau* are also laid under tribute; two letters addressed, but never sent, to the *China Mail*, and one sent to, but not published by, the *Daily Press*, make up the compilation.

In the preface the author says:—  
One point will be admitted I trust on all sides,—the urgent necessity of reformation in *mores*!—and we have as little right out here to abstain from a thorough and always renewed discussion of the "Missionary Question" as political men at home have to refuse the consideration of the Pope's policy or the relations between State and Church.

Part I. treats the Missionary question from a Chinese point of view, and Part II., from a Non-believer's point of view. Several miscellaneous articles are reprinted under the same cover advocating another solution of the difficulty, mainly consisting in the discontinuance of dogmatic teaching. Although written by one who disbelieves Church doctrines, the compiler claims for them that "they are conceived with all due respect for existing beliefs, and one need not share the author's religious opinions to admit the force of the arguments here adduced."

We stated, when General Grant was here, that it was under instructions from the Secretary of State that no salute was fired on his arrival. We now see in the Australian papers the full text of the Circular letter issued by the Secretary of State for the Colonies, in anticipation of the projected visit of the General, to the Governors of the Australian colonies and New Zealand, which he was then expected to visit. The letter has the following clear clause:—

I have to add that no salutes or official honours should be given in the event of General Grant visiting the colony under your control; but that he should receive all such courtesies as are proper in the case of a distinguished foreigner.

We read in the *Anglo-Brazilian Times*, of Feb. 22nd last, the following paragraph:—"The Imperial Government is negotiating in London; between the Brazilian and the Chinese Legations there, a treaty for the importation of Chinese plantation labourers." Nor only has the Prince of Wales promised to visit the Australian Colonies next year, but we read that "H. R. H. and the Duke of Argyll are under promise to visit Canada during the vice-regal term of the Marquis of Lorne." If the Prince is to do "the grand tour," which with his well-known love of travel he has never yet attempted, we shall, no doubt, have H. R. H. here, and the bright dream of our North China contemporary, the *News*, may yet be realized.

We read in a recent London paper that as an additional practical measure for the better protection of the city from fire a moveable fire-station—a novel contrivance—is to be placed in such a position so as to afford immediate aid when required in the neighbourhood of Fleet-street. In a country like this, where fires are of everyday occurrence, and where they do grievous harm, these details may be interesting:—

The shape chosen for the moveable station is that of an omnibus, the uniform red peculiar to the brigade engines being observed, and a coloured lamp at the top will indicate its presence. Four men will be placed "on duty," sleeping accommodation will be provided, and the interior will be furnished with every appliance requisite to combat with a fire at the commencement. When a "call" is received the men will turn out; hydrants will be opened or stand-pipes fixed; and the amount of canvas hose to be at once applied, and so reduce the chance of the calamity spreading before the engines are attracted thither.

Cook, the billiard-player, who is now down in Australia, has made a statement which may be of interest to those who spend an occasional evening at the green-cloth. In a game of pyramids, Cook, in breaking the balls, knocked one off the table on to the floor, but instead of the ball scoring to him, as it has been generally understood it should, the reverse was the case, the ball was replaced on the table, he owed one, and his opponent played. Mr Cook afterwards explained that the old rule with regard to a ball going off had been abolished in England, and a totally different one substituted.

Apocryph of Cook, we see that some of our Australian contemporaries dub him the champion billiard-player of the World. This is not correct; John Roberts junr., has been the champion since 1875. Cook has no doubt been champion; he took the honor out of the hands of John Roberts, sen., in 1870; from John Roberts, jun., in 1871; from Joseph Bennett, 1872; and again got the championship from John Roberts, jun., in 1872. About the last we are very doubtful; we rather think Cook then got the championship through Roberts, who was just starting for India and the Colonies, failing to accept his challenge. He has been beaten for the championship three times by John Roberts, jun.—in 1870, 1874, and lastly in 1875 after Roberts' return from Australia and India. Cook is a highly respected gentleman, and all who know him are loud in his praises as an upright "square" man. He is credited with the longest break on record, 936, of which 286 were from spot hazards, 262 of them consecutive. On ordinary tables he has made breaks of 388, 551, 417, 512, 531, and 756; and on championship tables, which render all hazards difficult, and the spot hazard almost impossible, he has made breaks of 116 and 156. He has played 1000 up in an hour and ten minutes. Whilst halving with John Roberts, junr., the first place at English billiards, he holds undisputed the highest position at pyramids. In his present tour Cook is accompanied by Kilkeny, the champion of Yorkshire, which county has produced several of our best billiard players, both past and present. Meantime, our more immediate interest lies in the Shanghai proposed settlement of the question,—who is the third-best player in the world. Shorter announced himself as entitled to that designation of honour; Stanley denies his right to it, and has gone to Shanghai to challenge him; at the same time Kilkeny claims to rank "next to Roberts and Cook, the best billiard players."

The Right Hon. H. Childers has been appointed Chairman of the Board of Advice instead of Agent-General for Victoria, and probably a short Act will be passed to enable members of Parliament to act as Agents-General. Will the time ever come when Hongkong has her Agent-General or a share in one? She sadly requires some one at home to look after her interests there, and to act as a means of communication between the colonies and those they desire to address in England, as we have more than once pointed out in these columns.

The Chief Justice of South Australia has, for the second time, given a liberal interpretation of the law of libel, in its relation to the Press. The landlord of an hotel, which has long had a shady reputation, sued the proprietor of the South Australian *Advertiser* for £1000, representing damages he considered himself entitled to in consequence of certain remarks made in the columns of the journal in question about his establishment. The case was an unsavoury one into which we do not intend to enter. But what we would desire to direct attention to are these words:—

On a former occasion, when the same journal was defendant in a libel case, Chief Justice Way put it to the jury that "if a public writer, in commenting upon transactions brought under his notice, whilst he is not entitled to sacrifice truth to epigram, and the reputation of another person for the purpose of making a pungent point, is entitled to bring to the exercise of his duty the mastery which he may possess over style and composition. He is entitled to use irony, and he is entitled to use sarcasm, so long as these gifts are not abused. So long as the comment is confined within reasonable bounds, the writer may be illogical, he may show bad taste, he may be incorrect, but unless the contents of what he has written satisfy the jury that his mind was actuated by malice, the privilege still exists."

Chief Justice Way told the jury, in this charge, that the question they had to decide was not whether the article was "strictly accurate in point of fact; whether it contained language they would have employed, or inferences they would have drawn; but whether the plaintiff had proved it was written with malice—not merely with implied malice or what is called malice at law, but with actual malice, i.e. malice in fact." Journalists, said his Honor, might have great power of language and skill in employing it, they might also make mistakes; but it was to the motive the jury had to look. If the article was not written maliciously the verdict should be for the defendant, and vice versa. The jury found for the defendant.

There seems to be a regular endeavour all round to gain a greater respect for the Sabbath. We mentioned what was being done in Calcutta, the other day. We now read that the Presbytery of Melbourne have addressed the Government, setting forth that they have learned with deep regret and pain that a large body of workmen were employed during the whole of a recent Sabbath, at the Melbourne terminus of the Gipps Land Railway, by order of the Hon. the Commissioner of Railways, and that the Hon. the Minister of Railways and officers of his staff were engaged during the same Sabbath in an inspection of the said line. The memorialists express their solemn, unanimous, and emphatic protest against the proceedings above referred to, as a flagrant violation of the law of God, as a breach of the civil law, as an outrage on the most sacred feelings of the community, and as an unwarrantable encroachment of the indisputable right of the working classes to the rest of the Lord's Day.

What is called "a new point of law" was raised at the Central Police Court, Sydney, the other day:—  
Mr Driver was defending two prisoners, charged by a Chinese named Ah Yoo, with having assaulted and robbed him; and in the course of the cross-examination of a witness for the prosecution, put this question:—"Did you say or do anything to the prisoner,—in the presence and within the hearing of the prosecutor?" Mr Carroll objected to the question, inasmuch as, whatever was said between these persons being in English, his client, the Chinese, could not understand what was said. The prosecutor had sufficient understanding of English to give all the details of his complaint to Constable O'Connor; and several times in the course of his evidence answered the question without the intervention of Mr Moy Mow, the interpreter. The sitting magistrate (Mr W. Fowler) upheld the objection; but after some further argument between the attorneys, His Worship yielded to Mr Driver's suggestion to demand the further hearing until another day that he (the Magistrate) might take Counsel's opinion on the point. Mr Driver said that if Counsel upheld Mr Carroll's objection he would pay the fee from his own pocket.

The rule on this is plain enough and sensible, here and everywhere else that we have ever been in a Court. The whole question is:—Does the man likely to be adversely influenced by the conversation proposed to be brought in as evidence understand sufficient of the language to make it certain that he understood what was being said. If so, it is evidence; if not, it would be unfair to him to receive it. In the recent *Comprodon* case the point was decided by the Chief Justice; when Abdul Hussen and the *Comprodon* went to Rahmatulla's house, and the two Parses spoke in Gujarati, no word was given in evidence of what they said, because the *Comprodon* was not supposed to understand them; what they said after they began to speak plain English was of course receivable, as he understood them. The point seems to us so simple that we can scarcely understand how any question could have arisen about it. The Court could easily make out by five minutes' conversation with the man whether he knows enough of the language to have understood the conversation in question.

It is twenty-six years since *Omada* reached such a high point as they did on the 29th May viz., 99°. In June last year they touched 98°. In 1852 they were quoted at 102° and in 1859 at 101°.

### Police Intelligence.

(Before the Hon. C. B. Plunket.)  
Tuesday, June 10.

#### CONJUGALITY IN CHINA.—A BAD CASE OF ATTEMPTED SUICIDE.

Lo Shun Ho, a protected woman, was charged with attempting to commit suicide by hanging herself. It appeared from the evidence that she had been living as a concubine for the last four years. Her protector had made up his mind to get married, and applied to the defendant for \$10 to go to Canton for that purpose; the money was his own, but the woman kept the purse. She refused to give him the money, thinking to dissuade him from getting married; but he went to Canton, without the \$10, and returned yesterday, when he informed her that he was engaged to a young woman. The defendant became very despondent, and yesterday evening, was seen crying bitterly. She was told not to cry, and about 9 p.m. she went to bed. At midnight, one of the inmates of the house was awakened by hearing a strange noise, and on getting up saw defendant hanging from the cross-beam of the door of her room. A constable was called in, and the poor woman was out down in time to save her life. She said in Court that she was very miserable, and a feeling of desperation came over her at being turned off after so many years. She was sorry for what she had done, and would never attempt to take her own life again.

His Worship sent her to one month's hard labour.

#### ALLEGED LARCENY OF \$470.

The remanded case in which Chung Aling, a servant, was charged with stealing two cheques value \$240, and \$230 in notes, the property of his employer, (Dr. Eastlake), came on again to-day, when Mr Dennys asked that the case be dismissed, as there was really no case to go to a jury. He contended that there was a link in the evidence wanting,—as to what Mrs Eastlake did with the key after it had been handed to her by the butler.

The case was adjourned till to-morrow, to allow of Mrs Eastlake being subpoenaed.

#### (Before C. V. O'neagh, Esq.)

SELLING UNWASHED FODDER.  
Pang Ki, the Master of the *Fuk Cheong* Shop, 34 Graham Street, was fined \$25, with the alternative of fourteen days imprisonment for supplying grain intended for fodder for the Police horses, mixed with small pellets of hard clay, made so as to resemble grain. The defendant said he bought it from a *Farsee*, and did not examine it. This is the second time the same man has been convicted for a similar offence.

#### THE REBELLION CASE.

The thirteen men whose rendition has been applied for on a charge of burglary and murder at the Village of Tam Kung, Poon Yü District, near Canton, were again brought up to-day, when one more witness was examined for the prosecution.

One Hung Chui Kan, a student, deposed to having seen several of the accused take part in the murder of his father.

Mr Ng Choy cross-examined at some length, after which  
Mr Sharp said that he had taken great pains to have all the defendants clearly identified, and that the cross-examination of the witnesses had failed to shake the evidence in any one particular. The defendant tried in vain to show it was a clan-fight, but had indeed brought forward no evidence in support of this theory. There might possibly have been some jealousy between the two divisions of the clan, but there was nothing shown which would justify such a terrible crime. The thing had been deliberately planned, and the object of the attack was undoubtedly murder. He contended that if the evidence was such as would lead His Worship to commit an ordinary case for trial, the prisoners should be delivered up to be dealt with by their own courts.

Mr Ng Choy said he would not address His Worship at present, but would ask for a further remand to enable him to get his witnesses together. Threats had been used by the Chinese authorities to prevent the witnesses for the defence appearing, but he hoped to get some of them here in a week. He had had two witnesses here who were prepared to prove that defendants were not in the village at the time of the attack, in fact to prove an *alibi*; but they had been frightened away.

Mr Sharp said he thought the evidence he had adduced was very conclusive.

Mr Ng Choy said there was more in the case than Mr Sharp knew of.

Mr Sharp, in that case, would offer no objection to a remand. The case was then further remanded for one week, till Tuesday next, at 2.30 p.m.

#### SUPREME COURT.

IN SUMMARY JURISDICTION.  
(Before the Hon. the Acting Police Judge, J. J. FRANCIS, Esq.)  
Tuesday, June 10.

ALABOR v. SAM SING TAM, \$79.—This was a claim for goods supplied. Defendant did not appear, and Mr MacBean was called to prove service of summons, when it transpired that the summons had been served on defendant's wife, but that Mr MacBean had gone the next day and seen the defendant, who said it was all right. Mr Alabor also stated that defendant had admitted having received the summons, and admitted the debt. His Lordship said that might answer, if defendant were present, but the case would have to stand over for a week and the summons be re-served.

Mr MacBean said that service made on Friday was not good service.

His Lordship said it was; it was only a question of whether the defendant objected. His, Mr MacBean's duty was to serve the summons properly, and not to trouble himself about the hearing.

JESSE COOK v. HANSEN alias WILLIAM, \$109.50.—This was a claim for board and lodging; brought by the proprietor of the *Seag Hotel*, against defendant, who admitted his indebtedness but said he had no means of paying the amount. Judgment was entered for plaintiff for the full amount.

Plaintiff asked if he would be allowed to make a few remarks. His Lordship said he could not; defendant admitted the debt.

and it was for him (plaintiff) to take what action he liked now. The Court was not a place for making a few remarks.

SCHREFFER v. BOWLER, \$18.—This was a claim for the value of a rifle and cartridges supplied to the defendant. The case had been allowed to stand over last day, owing to defendant having left the Colony. He did not appear to-day, but sent his cook. His Lordship said he had nothing whatever to do with Mr Bowler's cook, and gave judgment for the amount claimed, with costs.

SCHREFFER v. KLANTZ, \$41.90.—This was a claim for goods supplied. The defendant is an Engineer on board the German steamer *China*. This case had also stood over for a week, on account of the defendant being absent from the Colony. The *China* had, since that time, been twice in the harbour, and defendant had been asked for payment. He had promised to pay, but failed to do so. Judgment for the amount claimed, with costs.

SANG MAN KWONG v. LO AHING, \$68.76.—This was a claim, on a promissory note, for money lent.

Defendant did not appear, and Plaintiff was declared, with a view of proving the debt. He was duly cautioned to speak the truth, and warned that if he did not do so, he would be sent to gaol. He said that he lent the money to the defendant, a junk-master, to buy provisions. The money was lent on the 8th February, this year, and the promissory note in Court was handed to him at the same time.

At this stage, Mr Lister, the Collector of Stamp Revenue, was sent for, and was shown the note, which bore a stamp "25-5-79." This, he swore, proved the date of issue to have been 26th May, 1879. Mr Lister said he was positive that the stamp was not issued in 1878; even if the date was illegible, he was positive of this, as the form upon which it was impressed only came into use this year.

Defendant, when called upon to account for this discrepancy, said that he lent the money on the 8th of February, but that the note was not given him until the fourth month of this year.

His Lordship asked him what he had to say why he should not be sent to gaol for three months for perjury.

Defendant said he had not told a lie. In reply to His Lordship, Mr Ball said he was sure he had interpreted correctly; he had asked the defendant several times when he received the note, and he said when he paid the money.

His Lordship sentenced the plaintiff to three months' imprisonment with hard labour, for wilful and corrupt perjury.

ULLMAN v. SAM ATYE, \$84.20.—This was a claim for goods supplied. Defendant admitted \$81.70 which he paid into Court, deducting \$2.50 as a musical box he had purchased from plaintiff was not good. His Lordship gave judgment for the full amount, with costs.

#### CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, 10th June, 1879.

Sir,—I'm a rusty old cuss, I am—but I allow that I am at a disadvantage when a member of the Fourth Estate takes up his pen to knock me down through the medium of his paper. Well, I have read your leader of Saturday evening last on the "Engineers' examination question," and I have arrived at the conclusion that no Ordinance exists here to compel an engineer to undergo an examination for competency, and that engineers are bound to have a certificate, not by any law of this anomalous Colony, but by the Insurance Offices, who demand that the Act of Parliament of 1862 shall be strictly complied with. So far as I am informed, there is nothing in the old Ordinance of this Colony connected with steamers or engineers;—it refers only to "ships and vessels," which may mean anything from a dunnage to a three-decker. It appears to me monstrously strange that in a port like this, where so many steamers are plying on the coast, carrying thousands of human beings, that we should be indebted to the Insurance Offices (and not to the Government), for having properly qualified engineers on board our steamers to see the "bilers don't bust up."

Your statements point to the fact that the Harbour Master virtually has no power to interfere in the matter of qualified or unqualified engineers being appointed to sea-going steamers. Well, perhaps not; but let me narrate an instance where a person was misled, and then you can draw your own inference. Mr B—e wished to pass an examination as a Second Engineer, but before doing so he interrogated both the Harbour Master and Shipping Master if it were essential to do so; their reply was in the negative. Mr B, thinking all was right, went to the Shipping Office to sign the Articles of the s.s. C—o, but was informed that he must get a certificate of competency before doing so, as the Insurance demanded it. He was consequently debarred from taking the proffered employment; still a Chinese engine-driver could pass muster as Chief Engineer on the *Norna*, on a foreign voyage to Saigon, with 60 human beings on board. Supposing that vessel's boiler had blown up, through unskilled labour, or negligence, who would have been to blame for such a catastrophe? Aye! who indeed, let echo answer that! When writing my letter of the 6th instant, I concluded that the same Ordinances were in force here as in Singapore. I find I am mistaken, and that this Colony, with all its enlightenment, as a great trading mart, is about twenty years behind the age, the presumption being that, money being so plentiful in former years, no one had time to turn his attention to making laws for the future.

Where is that wonderful egg the Legislative Council have been trying to hatch, after four years' incubation? I mean the Boiler and Machinery Ordinance you speak of.

It would appear that no Ordinance has been passed in the local Legislative Council of Hongkong since the Act of Parliament of 1862, affecting Engineers qualifying themselves for sea-going steamers. Therefore many ship-masters believe (and I am one of the many) that where no local Ordinance has been passed since the Act of Parliament of 1862, there the Harbour Master would be justified in putting the requirements of the Act into operation in the port, till such time as the Legislative Council thought fit to pass an Ordinance for this Colony suitable to the purpose. Another word say I "dew" up. Many seafaring people believe that the Act of Parliament stand good anywhere, at least where the Briton has planted his foot, and raised his standard, any local Ordinance to the contrary notwithstanding.

A MASTER MARINER.

#### THE DARIEN CANAL.

To the Editor of the "CHINA MAIL."

Peking, 23rd May, 1879.

Sir,—In every maritime country, and in every centre of maritime commerce, a great deal of interest will be felt in the International Congress which assembled in Paris on the 15th day of this month, for the purpose of discussing and adopting the plan and route most practicable for an inter-oceanic Canal across the Isthmus of Panama.

The President of the Congress will be the world-wide-known Monsieur Ferdinand de Lesseps, of Suez Canal fame, to whose genius it would almost appear that Providence has entrusted and reserved the mission of altering the Geography of the Globe for the benefit of mankind and science.

A powerful Company for the promotion and carrying out of this inter-oceanic Canal has been formed in Paris, presided over by an Italian General, Signor Stefano Turr, and has lately made a Convention with the United States of Columbia, which gives her the right to cut and own a navigable canal from the Atlantic to the Pacific at any chosen point on the territory of the Republic, for the term of ninety-nine years. The agent for the Company in this Convention was a Captain in the French Navy, named Lucien Napoleon Bonaparte Wyse.

The Suez Canal presented for its principal advantages those of bringing Europe and Asia nearer to each other, especially to the evergreen Splay Islands, of which Sumatra is the Queen in the same manner as Cuba is of the West Indies; and to return to the Levant and South of Europe, more particularly to the cities situated on the classic shores of Italy, the ancient commercial prosperity wrenched from them by the discovery of Vasco di Gama.

The Darien Canal, which will unite the waters of the two grand Oceans, the Atlantic and the Pacific, at the latitude of 10 degrees North of the Equator, would receive from both sides an ample amount of wind, and for space offers to the sailing navigators an immensely sparring them the long and dangerous voyage round Cape Horn. At the proposed outlet of the Darien Canal into the Pacific, is found at a short distance the great Antarctic current of cold water, which has its direction from South to North all the year round; it washes the coast of North America, goes through the Straits of Behring, enters the Polar Sea, and then ends its course among the ice of the Arctic Circle. On the Atlantic side is found the great Equatorial current of warm water known as the Gulf Stream, which comes from the Southern hemisphere, runs all along the coast of South America, enters the Caribbean Sea, crosses the Gulf of Mexico, and in tremendous volume finds its way through the Straits of Florida to the Eastern Atlantic, and, freighted with tropic warmth, carries a soft and pleasant climate to the British Isles; thence goes to mitigate the Arctic cold on the coasts of Sweden and Norway, like the Antarctic currents, also enters the Polar Sea and plunges beneath the ice of the Arctic Circle. These two currents, with steady winds on both sides of the Darien Canal, are very advantageous for sailing vessels; while the tide of the Red Sea from Suez to Aden, which runs from two to three miles per hour, and being without regular monsoons, is very dangerous for sailing navigation, rendering it almost impossible.

The Darien Canal will extend for half a century to come the existence and utility of sailing ships, and will in no way endanger the merits and business of the Suez Canal, for the reason that between Europe and the Far East, via the Red Sea, everything is transported by steamers, which carry passengers, treasure, mails and light and valuable merchandise worthy of the high prices of rapid transit.

The Darien Canal will be of equal advantage to both Europe and Asia as the Suez Canal has been, but will be detrimental to Africa. All the raw, heavy, cheap, but necessary, productions of Asia and of Oceania, for Europe and vice versa, have to go through the long, tedious, and costly voyage round the Cape of Good Hope. By the Darien Canal, when open to navigation, the distance will be much shortened, and consequently the time as well, while the prices of transportation and that of produce will be reduced.

America, of all parts of the world, will be the most benefited by the Darien Canal. The United States and Mexico will at once have their Atlantic ports in immediate communication with those on the Pacific Slope, and San Francisco will become the clearing house of the Pacific. The Republics of Central and South America on the Pacific coast, especially Guatemala, Peru, and Chili, favoured with very fertile soil, benign climate, and vast mineral resources,—will undoubtedly take a prominent part in the great commercial development of which the Darien Canal will be the lever.

The Darien Canal and the trans-Pacific cable will be the vital artery of the commerce of the Universe. They are two of the grandest possibilities of the present—they will be two of the grandest facts of the future,—and they are an imperative necessity for all. The magnitude of these two enterprises ought to induce enthusiasm in Governments and people.

Yours, &c.,  
CELSO CESARE MORENO,  
Projector of the Trans-Pacific Cable

#### Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

#### VESSELS TO ARRIVE, AT HONGKONG.

When left.	Name.	From.
Feb. 8.	Vals o' Doon.	Antwerp
13.	Vigilant.	Cardiff
22.	Grossfurt Constantine.	Hamburg
23.	Monte Rosa.	Cardiff
25.	G. C. Trafant.	Cardiff
24.	Edward Barrow.	Hamburg

Mar. 7.	Cardis, (s.)	Liverpool
14.	John A. Briggs.	Cardiff
27.	Agnes Muir.	London
28.	Adam M. Simpson.	Cardiff

Apr. 8.	Leon.	Liverpool
10. <td>Spica. <td>Cardiff</td> </td>	Spica. <td>Cardiff</td>	Cardiff
21. <td>Werra.</td> <td>London</td>	Werra.	London
22. <td>Tyne (H. M. S.)</td> <td>Spithood</td>	Tyne (H. M. S.)	Spithood
23. <td>Wuh.</td> <td>Liverpool</td>	Wuh.	Liverpool

LOADING FOR CHINA AND JAPAN NORTH.  
At London.—Steamers via Suez Canal.  
Glenyon. Castile Monarch.  
Glenylin. Harter.

Bailing vessels.  
Omba. Whiteadder.  
Bonacoord. Douglas Castle.  
Anchises (s.) At Liverpool.

Triana. At Hamburg.  
Adolph.



## Intimations.

Volume Seventh of the  
"CHINA REVIEW."  
Now Ready.  
No. 5.—Vol. VII.

—OF THE—  
"CHINA REVIEW"  
CONTAINS—

Legislation and Law in Ancient China.  
Jottings from the Book of Rites 禮記.  
Chinese Running Hand.  
The Official Disquisitions of Wang Ch'ang.  
The Sadness of Separation, or Li Sao.  
Historical Table of the High Officials Com-  
posing the Central and Provincial  
Governments of China.  
Mr. Klingemill and the Shi King.  
Short Notices of New Books and Literary  
Intelligence.  
Notes and Queries:—  
Notes on the Language of the Formosan  
Savages.  
The Rainfall of Peking in connection  
with the Sunspot Theory.  
On some of the Constellations in the  
Shi-king.  
Ancient Vases.  
Anniversary of the Downfall of the  
Yuen.  
Crocodiles.  
Mourning Etiquette.  
The Land Tax.  
Sanskrit Characters.  
Zoology.  
Mongol Alphabets.  
The God of the Hearth.  
Books Wanted, Exchanges, &c.  
China Mail Office.  
Hongkong, May 17, 1879.

## SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or  
PAPERS will be thankfully received  
at the SAILORS' HOME, West Point.  
Hongkong, July 25, 1878.

## To Let.

TO LET.  
OFFICES,  
PRAYA CENTRAL,  
now occupied by Messrs NORRIS & Co.,  
with possession from 1st June next.  
Apply to  
RUSSELL & Co.  
Hongkong, May 28, 1879. jn28

## TO LET—AT WANCHAI.

FIRST CLASS  
GODOWNS.  
Goods of every description Landed and  
Stored.  
For terms, apply to  
LANDSTEIN & Co.  
Hongkong, April 4, 1879. jy4

## TO LET.

DUART, ARBUTHNOT ROAD, at present  
in the occupation of Messrs GILMAN  
& Co. Immediate Possession, for four  
months certain, at a Rental of \$100 per  
month.  
Apply to  
STEPHENS & HOLMES,  
Solicitors.  
2, Club Chambers, June 5, 1879.

## TO LET.

ON MARINE LOT No. 65, formerly  
known as the "Blue Houses,"  
Praya East—A GROUND FLOOR and  
A FIRST FLOOR, either separately or  
together. FIRST-CLASS GRANITE GO-  
DOWNS.  
Apply to  
MEYER & Co.  
Hongkong, June 3, 1879.

## TO LET.

HOUSES—No. 9, ZENLAND STREET,  
and No. 7, PEDDER'S HILL.  
DAVID SASSOON, FONS & Co.  
Hongkong, April 29, 1879.

## TO LET.

(For Eight Months.)  
THE PARSEE VILLA, ROBINSON  
ROAD, furnished. Possession from  
1st July next. Rent moderate. For Par-  
ticulars, apply at  
THE OFFICE OF THIS PAPER.  
Hongkong, May 30, 1879.

"ROSE VILLAS"—FURNISHED OR  
UNFURNISHED.  
BONHAM ROAD.  
WITH Large TENNIS LAWN.  
Apply to  
SHARP & DANBY,  
No. 8, Queen's Road Central,  
late Messrs E. D. SASSOON & Co.  
Hongkong, May 10, 1879.

## TO LET.

OFFICES in CLUB CHAMBERS.  
Apply to  
DOUGLAS LAPRAK & Co.  
Hongkong, April 8, 1879.

## TO LET.

MARINE HOUSE—West.  
SECOND FLOOR and a GODOWN.  
OFFICES in Queen's Road, now under  
the occupation of Messrs WILSON & BIRD,  
and Messrs DAVIS & Co.  
Also,  
OFFICES and GODOWN in DUNDAS  
STREET.  
Apply to  
E. E. BELIMOS.  
Hongkong, May 21, 1879.

## Halls.



STEAM FOR  
SINGAPORE, PENANG, POINT DE  
GALLE, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MEDI-  
TERRANEAN PORTS, SOUTH-  
AMPTON, AND LONDON (Direct);  
ALSO  
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
ZAMBESI, Captain A. SYMONS, will leave  
this on TUESDAY, the 17th June, at  
Noon.  
For further Particulars, apply to  
A. McIVER, Superintendent.  
Hongkong, June 3, 1879. jn17

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail S.S. CITY OF PEKING  
will be despatched for San Francisco,  
via Yokohama, on WEDNESDAY, the 18th  
Inst., at 3 p.m., taking Passengers, and  
Freight, for Japan, the United States, and  
Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.  
On Through PASSAGES TO EUROPE,  
a REDUCTION OF TWENTY PER  
CENT from Regular Rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMISS-  
SION.

Freight will be received on board until  
4 p.m., the 17th Inst. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, June 5, 1879. jn18

Accidental & Oriental Steam  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. GAELIC will be despatched  
for San Francisco via Yokohama,  
on THURSDAY, July 3rd, 1879, at 3 p.m.,  
taking Cargo and Passengers for Japan,  
the United States, Mexico, Central and  
South America, and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.  
Freight will be received on Board until  
4 p.m. of the 2nd Proximo. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
sage Tickets.  
Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 9, Queen's Road Central.  
H. M. BLANCHARD,  
Acting Agent.  
Hongkong, June 9, 1879. jn28

NO-W-READY.  
A CHINESE DICTIONARY IN THE  
CANTONESE DIALECT. Parts I.  
and II. A to M, with Introduction. Royal  
8vo., pp. 404.—By ERNEST JOHN EITZ.  
Ph.D., Edinburgh.

Price: FIVE DOLLARS, or TWO DOLLARS  
AND A HALF, in Part.  
To be had from Messrs LANE, CRAWFORD  
& Co., Hongkong and Shanghai; and Messrs  
KELLY & WALSH, Shanghai.  
Hongkong, March 1, 1878.

INSURANCES.  
SWISS LLOYD  
TRANSPORT INSURANCE COMPANY  
OF WINTERTHUR.

INSURANCES granted on MARINE  
RISKS to all parts of the World.  
MEYER & Co., Agents.  
Hongkong, June 8, 1879. jn28

SCOTTISH IMPERIAL INSURANCE  
COMPANY.

FIRE AND LIFE.  
INSURANCES against FIRE granted at  
Current Rates. Considerable Reduc-  
tion in Premium for LIFE Insurance in  
China.

MEYER & Co., Agents.  
Hongkong, June 2, 1879. jn28

## INSURANCES.

## ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MEICHERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against Fire to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

## HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Saigon and Penang.  
Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.  
JAS. B. COUGHRAN,  
Secretary.  
Hongkong, November 1, 1871.

## THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George the First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.  
Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong  
for the above Company, are prepared  
to grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY,  
(LIMITED.)

## NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profit,  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the net amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.

J. BRADLEE SMITH,  
Secretary.  
Hongkong, December 9, 1878.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBURG & Co.,  
Agents, Hongkong & Canton,  
Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.  
Capital of the Company £1,000,000 Sterling  
of which is paid up £ 100,000  
Reserve Fund upwards of £ 120,000  
Annual Income £ 250,000

THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.,  
Hongkong, October 18, 1868.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the  
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Sections.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Flag and Reg.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Arratoon Apcar	5 h	Brit.	1392	June 3	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	14th Inst.
Atholl	2 h	Brit.	923	June 1	Geo. R. Stevens & Co.	Australian Ports	12th Inst.
Bellona	5 h	Brit.	789	June 3	Siemens & Co.	Bangkok	14th Inst.
Bendall	3 c	Brit.	999	June 3	Gibb, Livingston & Co.	Australian Ports	12th Inst.
Bombay	1 h	Brit.	749	Feb. 12	Kwok Acheong	Phama & S. F. Poon	To-morrow
Bowen	4 c	Brit.	1500	June 3	Gibb, Livingston & Co.	Bangkok	Tug Plying
City of Peking	5 h	Amer.	5079	May 29	P. M. S. S. Co.	Shanghai	Coast Dock
Danube	5 h	Brit.	560	May 20	Yuen Fat Hong		
Fane	5 h	Brit.	117	May 29	Gibb, Livingston & Co.		
Wintehire	5 h	Brit.	1236	June 18	Jardine, Matheson & Co.		
Glenroy	5 h	Brit.	1375	June 18	David Sassoon, Sons & Co.		
Hindostan	5 h	Brit.	981	May 27	Kwok Acheong		
Kiangchow	1 h	Brit.	305	June 7	Douglas Laprak & Co.		
Kwangtung	5 h	Brit.	675	June 7	P. M. S. S. Co.		
Malacca	5 h	Brit.	1109	June 9	M. S. N. Co.		
Me-li	4 c	Brit.	181	June 9	Jardine, Matheson & Co.		
Morsy	5 h	Brit.	1427	June 31	Kwok Acheong		
Norona	2 h	Brit.	608	May 31	Landstein & Co.		
Olympia	5 h	Brit.	785	June 8	Bornes & Co., Limited		
Parnambuco	5 h	Brit.	642	June 8	Bornes & Co., Limited		
Saint Mark	5 h	Brit.	1007	June 7	Meyer & Co.		
Scotland	2 h	Brit.	1190	June 8	Bussell & Co.		
Sea Gull	5 h	Amer.	48	Mar. 24	China Traders Insurance Co.		
Tung Ting	4 h	Brit.	314	June 7	P. M. S. S. Co.		
Volga	5 h	Brit.	1000	June 10	Messageries Maritimes		
Wash	5 h	Brit.	265	June 10	Landstein & Co.		
Zephyr	1 h	Brit.	str.	June 10	Russell & Co.		
Abbie N. Franklin	4 h	Amer.	460	Mar. 6	Caplain		
Adelaide Norris	4 h	Amer.	816	June 1	Adamson, Bell & Co.		
Alexa	4 h	Brit.	424	April 20	Jardine, Matheson & Co.		
Ban Lou	2 h	Brit.	280	June 8	Chinese		
Blenheim	2 h	Brit.	874	June 8	Malchers & Co.		
Brunette	2 h	Brit.	874	June 8	Geo. R. Stevens & Co.		
Canton	1 h	Brit.	779	June 8	Chinese		
Carricks	7 h	Brit.	978	May 21	Meyer & Co.		
Catherine Marden	4 h	Brit.	287	June 9	Caplain		
Channel Queen	2 h	Brit.	609	May 24	Edward Schellhaus & Co.		
Charité	4 h	Brit.	256	June 9	Carlowitz & Co.		
Clara	7 c	Brit.	887	May 26	Vogel & Co.		
Clara Babayan	7 c	Brit.	888	June 8	Bornes & Co., Limited		
Colony	7 c	Brit.	1180	May 31	Bornes & Co., Limited		
Conchita	8 c	Brit.	490	May 31	Bornes & Co., Limited		
Cordouan	3 h	Brit.	459	June 8	Carlowitz & Co.		
Deutschland	4 h	Brit.	279	June 8	Arnold, Karberg & Co.		
E. M. Young	3 h	Brit.	845	June 1	Chinese		
Echo	5 h	Brit.	369	June 8	Arnold, Karberg & Co.		
Edith	4 h	Amer.	1173	April 30	Vogel & Co.		
Edward May	4 h	Amer.	928	April 18	Russell & Co.		
Elisabeth	4 h	Brit.	447	June 9	Wiel & Co.		
Elizabeth Childs	4 h	Brit.	391	June 9	Wiel & Co.		
Elzabeth	3 h	Brit.	272	June 9	Carlowitz & Co.		
Eve	3 h	Brit.	325	June 1	Landstein & Co.		
Fabius	2 h	Brit.	650	June 8	Chinese		
Fetich	4 h	Brit.	471	June 8	Edward Schellhaus & Co.		
Gauntlet	7 h	Brit.	666	May 17	Vogel & Co.		
Glory	1 c	Brit.	449	June 8	Chinese		
Golden Fleece	4 c	Brit.	898	Mar. 10	Vogel & Co.		
Goliath	2 h	Brit.	542	June 8	Caplain		
Hattie E. Tapley	8 c	Amer.	946	April 26	Vogel & Co.		
Hawthorn	2 c	Brit.	296	May 23	Wiel & Co.		
Haze	4 c	Amer.	862	April 13	Vogel & Co.		
Highlander	4 h	Amer.	1852	June 19	Vogel & Co.		
Irene	4 h	Amer.	481	May 16	Russell & Co.		
Jan Peter	2 c	Brit.	336	June 8	Siemens & Co.		
John R. Stanhope	2 c	Amer.	407	May 17	Russell & Co.		
Kirkland	2 c	Brit.	453	June 1	Chinese		
Louise Scheller	5 h	Brit.	407	June 8	Wiel & Co.		
Lucky	2 c	Brit.	424	June 9	Chinese		
Martha Davis	1 h	Amer.	248	May 29	Russell & Co.		
Miriam	8 c	Amer.	598	June 5	Adamson, Bell & Co.		
Moorburg	4 h	Brit.	227	June 9	Caplain		
Norseman	2 c	Brit.	717	June 8	Chinese		
Northern Star	3 h	Brit.	327	May 30	Wiel & Co.		
Pallas	3 h	Brit.	421	June 8	Siemens & Co.		
Pasig	4 c	Brit.	216	May 30	Russell & Co.		
Paul Marie	3 h	Brit.	324	June 1	Carlowitz & Co.		
Philippine	4 h	Brit.	800	May 17	Rozario & Co.		
Pi Dee Ma Dee	2 c	Brit.	455	June 8	Kin Tye Loong		
Prima Donna	4 h	Amer.	1450	April 16	Vogel & Co.		
Prince Arthur	3 h	Brit.	296	June 8	Edward Schellhaus & Co.		
Princess Saraphi	2 c	Brit.	454	June 8	Carlowitz & Co.		
Queen of England	2 c	Brit.	540	June 8	Chinese		
Rapid	1 c	Brit.	429	June 8	Chinese		
Registaro	3 c	Brit.	214	June 5	Remedios & Co.		</